

(3) The ryots' road running from the Ponkunnam-Palai road, 3rd mile, to Uravakkal should be taken over for departmental maintenance. A portion of it was maintained by the Government last year. It served as a relief road to the Kottayam-Kumili road.

(4) The ryots' road running from the Anikattakayyuri market to the Elampalli temple should be taken over for maintenance by the Government.

(5) The Kottayam-Aimanam road should be connected with the Kudamalur road and extended as far as Neendur *prala via*, Kaipuzha and rendered fit for cart traffic.

(6) The ryots' road from Mattakara to Pothenchira should be connected with the Atirampuzha-Lalam road by extending the road starting from the 4th mile of the latter and leading to Punnattura and the whole length should be made fit for cart traffic.

(7) The Minachil river took a sharp bend at Chettikulamvatta *trikka*. During the rainy season, the place was very dangerous for navigation and many boats had capsized there. The course of the river should be straightened at this place.

DEWAN'S REPLY : Mr. Ramakrishna Pillai, you have given me a list of fourteen requests and I am afraid that it will not be possible for the Government to comply with all the fourteen in the brief space of twelve months. I therefore advise you to make out a list of four matters which you consider most pressing and most necessary and send it to the Chief Secretary. Then, I can assure you, the Government will give their careful consideration to that.

120. Needs of the Changanachery taluk, Group I.

MR. NAINAN SOURIAH (*Member, Changanachery taluk, Group I*) said that the Government were not paying adequate attention to the northern taluks of the State in the construction of roads. The following works in respect of the roads in his taluk were indispensable and should be taken up early and finished soon :—

(1) The Karukachal-Putupalli road should be made fit for cart traffic and two bridges, at Tottakad and Tottamachery, should be constructed. The road would facilitate communication between Kottayam and Tenganal, Changanachery and other places. The total length of the proposed road was only six miles. The people from the above-mentioned places were at present forced to taking a long and circuitous path to Kottayam.

(2) The Vakattanam-Tottakad road, starting from the Tenganal-Putupalli road, should also be made fit for cart traffic by putting up a *chira* in the Pallikandampadam at Tottakad.

(3) The portion between Karukachal and the 16th mile of the Changanachery-Vazhur road was in disrepair. There were many ruts in that portion and consequently, it was quite unfit for motor traffic. It was a much frequented road and in fact the only road to the High Range from the Changanachery market.

(4) The Perumpanachi-Tottakad village road was very much used by the inhabitants of Tottakad, Kurumbanadam and other places for going to Changanachery. But on account of the absence of a cart road there, the people were experiencing great hardship. It would be of immense benefit to the local inhabitants, if the road be improved and converted into a public road and maintained by the Government. A bridge at Kadamchira *padam* and *chiras* at Vattuvayal *padam* and another in the field between the temple and the church at Tottakad.

(5) The road from the Kanjirapalli hospital to Mannarakayam was in a bad condition and should be repaired.

(6) The Kanjirapalli-Kunnumbhagam road should be metalled. During the rainy season, the road was miry and unfit for traffic. A bridge over the Mulai-pilakkal *todu* should also be put up.

(7) Lastly, the road from Kanjirapalli Petta to Erattupetta should be improved and metalled.

His next request was for the opening of a dispensary at Manimala. Manimala *pakuthi* had an extent of about $13\frac{1}{2}$ square miles and was thickly populated, and it was deplorable that the inhabitants there had to go to Mallapalli, Kanjirapalli or Changanachery for medical aid. There was no proper road from Manimala and a journey by the river was not easy on account of scarcity of water during summer and floods during winter. Kanjirapalli was 12 to 15 miles away from Manimala. Further, as the road was in a bad state and as there were no bridges at two or three places, patients could not with safety be taken to Kanjirapalli. Changanachery was 20 to 25 miles away from Manimala. A dispensary should be opened at Manimala without delay.

In conclusion, the member pointed out that the system of levying tolls on vehicles worked great hardship on the people. The system of farming the collection of tolls was not at all desirable. It would be advantageous if the system was stopped and a license fee be substituted as in the case of *valloms* and boats.

DEWAN'S REPLY. Mr. Nainan Souriar, as regards the Karukachal-Putupalli road, the matter is already in hand. Money has been provided for it and the Public Works Department will carry out the improvements quickly, sending in new estimates where these are necessary.

The Government will be quite willing to render the Vakattanam-Tottakad road fit for cart traffic, if the people of the place will give land free and help in making the road serviceable for the purpose you ask.

As regards miles 9 to 16 of the Changanachery-Vazhur road, as a matter of fact, the road is all right and it is used for motor traffic and service cars are running daily. I have myself travelled along it frequently.

Regarding the question of metalling the road from the Kanjirapalli hospital to Mannarakayam on the road to Kunnumbhagam, the Chief Engineer is having an estimate prepared and the construction of some culverts also is necessary. The whole thing will cost about Rs. 4,000. He will endeavour to include the work in the next year's programme.

The other points you have raised in connection with public works will be referred to the Chief Engineer for examination.

In regard to the dispensary at Manimala, one has already been sanctioned at Piravam. There is also a proposal to open one at Manimala which is now being equipt by the Administrative Board, Medical Services.

In the matter of tolls, I suggest your reading the reply I gave on the same question at the beginning of this session.

The Assembly adjourned at 1-20 P. M. and reassembled at 2 P. M.

121. Needs of the Changanachery taluk.

MR. JOSEPH OOMMEN (*Member, Changanachery taluk, Group II*) represented that the commutation rate of 6 fanams per *para* of paddy fixed for the payment of rent on *Kandukrishi* lands was very high. Even in Dhanu 1102, when the price of paddy was highest, the auction sale of paddy from *nelpuras* fetched only a price varying from 23 chs. 2 cash to 23 chs. 10 cash a *para*. The price would be very much lower during the harvest season *i. e.*, in the month of Medam. The commutation rate should therefore be reduced, in spite of the fact that many tenants had agreed to the rate already fixed. As regards the objection that might be raised against such reduction *viz.*, that the paddy required for consumption in the Palace and for payment of *jennibhogam* and other dues would have to be purchased at high prices, the member said that the loss on that account would be more than compensated by the savings under *Kandukrishi* establishment charges, rent for granaries, etc.

The rent on *Kandukrishi* lands, already commuted into money payments, should be recovered in instalments. As already stated, the price of paddy would be low in the month of Medam when the *punja* crops were harvested. Medam was also the *kist* month for payment of *Kandukrishi* rent. In view to avoid loss to tenants who would be obliged to sell paddy at rock bottom prices to pay tax, the